An Overview of Speed Related Crashes

North Carolina Executive Committee for Highway Safety

Seat Belt Working Group Initial Meeting

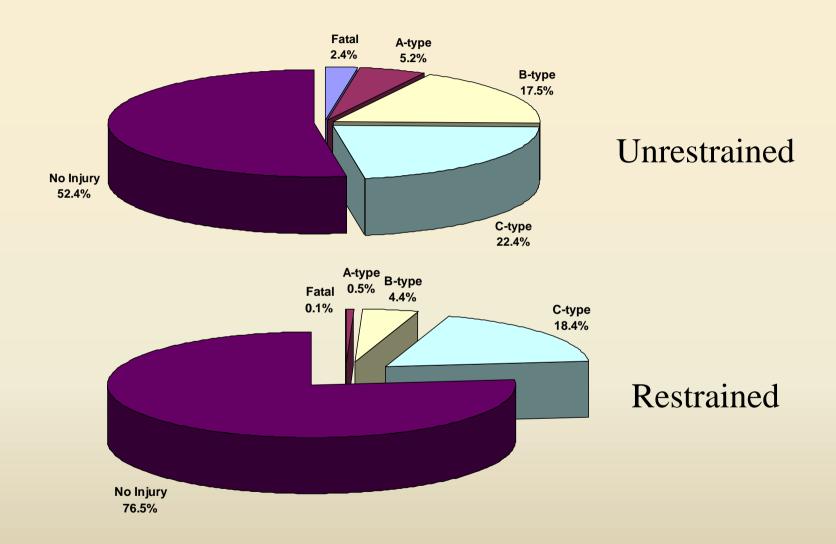
May 4, 2004

Data Source

Data Analyzed from DMV-349 Collision Report Forms:

- Analyzed 2000 2002 data (3 year period)
- 95.4% Reported Usage vs. 86% Actual
- May need to investigate other sources for data
- In less severe and PDO crashes, reported use is inflated (Occupants tell officer they were wearing their seat belt)
- In Fatal and A Injuries reported numbers closer to actual (especially fatal injuries; easier for the officer to verify)

Injuries to Passenger Vehicle Occupants



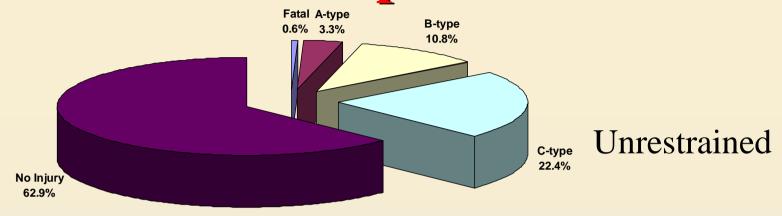
10 Times More Likely to Suffer an A Injury if Unrestrained 20 Times More Likely to be Fatally Injured if Unrestrained

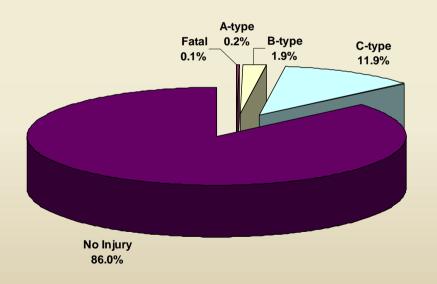
Belt Use by Gender

		MALE			<u>FEMALE</u>	
Injury						
Level	Belt	No Belt	% Belted	Belt	No Belt	% Belted
K	877	1,237	41.5%	677	444	60.4%
А	3,703	2,522	59.5%	3,837	1,127	77.3%
В	31,821	8,206	79.5%	32,016	4,008	88.9%
С	113,680	8,887	92.7%	149,996	6,731	95.7%
0	610,179	24,326	96.2%	488,338	12,116	97.6%
Total	760,260	45,178	94.4%	674,864	24,426	96.5%

- Lower compliance among males
- •Females more prone to fatal and A injuries when belted as compared to males

Injuries to Passenger Vehicle Child Occupants





Child Seat Restrained

Child Restraint Usage

			Adult	All
AGE	NONE	Child Seat	Restraint	Restraints
> 1 YR	2.20%	89.60%	8.20%	97.80%
1 YR	4.14%	70.59%	25.27%	95.86%
2 YR	2.96%	82.95%	14.08%	97.04%
3 YR	3.63%	70.92%	25.45%	96.37%
4 YR	3.59%	50.17%	46.24%	96.41%

- Large percentage of children in adult restraints
- •Small percent in proper child restraint at age 4
- •Possible target ares for increased education?

Belt Use by Age

Age	NO BELT	BELT	% BELTED
<5	2,192	63,218	96.6%
5-12	3,670	77,363	95.5%
13-15	3,443	36,720	91.4%
16-19	12,923	187,173	93.5%
20-29	21,110	349,035	94.3%
30-39	10,624	248,718	95.9%
40-49	6,899	191,855	96.5%
50-59	3,776	126,122	97.1%
60-69	1,972	70,831	97.3%
70>	2,445	72,318	96.7%
UNK.	668	12,430	94.9%
	69,722	1,435,783	95.4%

By Age

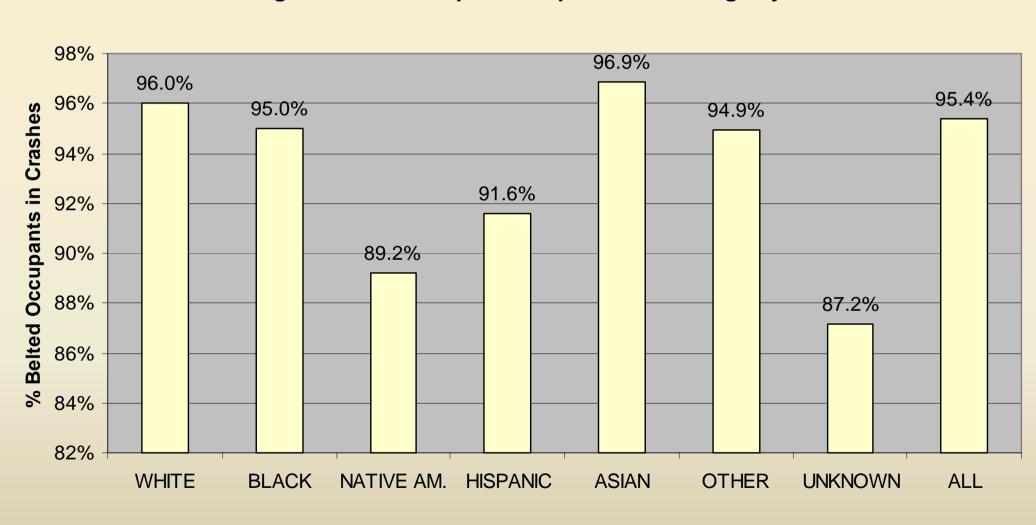
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16-19	12,923	187,173	93.5%
13-15	3,443	36,720	91.4%
	69,722	1,435,783	95.4%

By % Belted

Lower compliance among younger occupants

Belt Use by Race

Passenger Vehicle Occupant's Reported Belt Usage by Race



Belt Use by Seating Position

	<u>L</u>	<u>EFT FRON</u>	<u>IT</u>	CE	NTER FRO	NT RIGHT FRONT			
Injury									
Level	Belt	No Belt	% Belted	Belt	No Belt	% Belted	Belt	No Belt	% Belted
K	1,116	1,158	49.1%	3	12	20.0%	354	300	54.1%
Α	5,536	2,079	72.7%	41	70	36.9%	1,537	821	65.2%
В	46,450	6,591	87.6%	295	229	56.3%	12,611	2,785	81.9%
С	179,401	5,840	96.8%	1,433	378	79.1%	56,712	2,860	95.2%
0	752,646	13,843	98.2%	6,607	973	87.2%	202,267	4,769	97.7%
Total	985,149	29,511	97.1%	8,379	1,662	83.4%	273,481	11,535	96.0%
	LEFT	SECOND	ROW	CENTER SECOND ROW			RIGHT SECOND ROW		
Injury									
Level	Belt	No Belt	% Belted	Belt	No Belt	% Belted	Belt	No Belt	% Belted

31

116

438

939

2,546

4,070

K

Total

31

165

1,667

9,392

47,850

59,105

80

222

879

2,178

5,601

8,960

27.9%

42.6%

65.5%

81.2%

89.5%

86.8%

6

54

525

3,465

20,068

24,118

16.2%

31.8%

54.5%

78.7%

88.7%

85.6%

38

194

2,119

12,072

61,492

75,915

90

304

1,164

3,071

7,742

12,371

*Note drop 29.7% compliance 39.0% in second 64.5% 79.7% 88.8% 86.0%

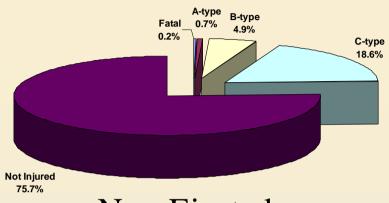
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and third

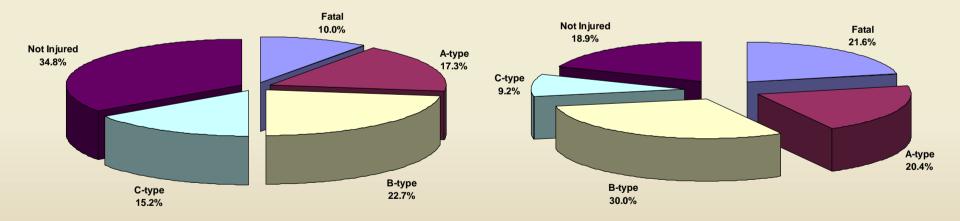
rows

	<u>LEF</u>	T THIRD R	OW	CENT	ER THIRD	ROW	RIGHT THIRD ROW			
Injury										
Level	Belt	No Belt	% Belted	Belt	No Belt	% Belted	Belt	No Belt	% Belted	
K	2	5	28.6%	0	2	0.0%	4	3	57.1%	
Α	8	11	42.1%	1	12	7.7%	4	15	21.1%	
В	81	54	60.0%	31	39	44.3%	73	40	64.6%	
С	540	139	79.5%	252	105	70.6%	507	117	81.3%	
0	3,366	424	88.8%	1,623	305	84.2%	3,144	342	90.2%	
Total	3,997	633	86.3%	1,907	463	80.5%	3,732	517	87.8%	

Injuries: Ejected vs. Non-Ejected Occupants



Non-Ejected

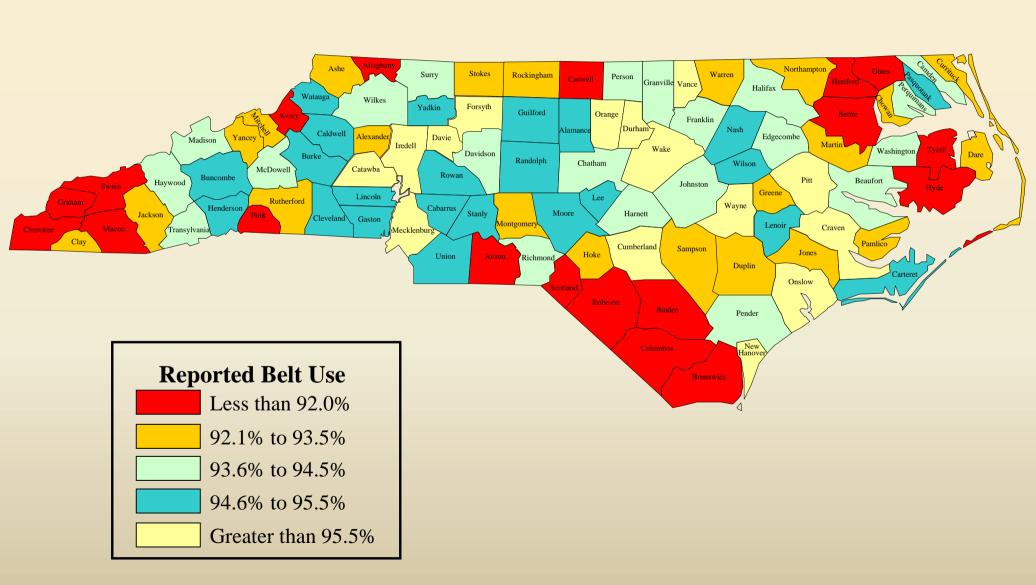


Fully Ejected

Partially Ejected

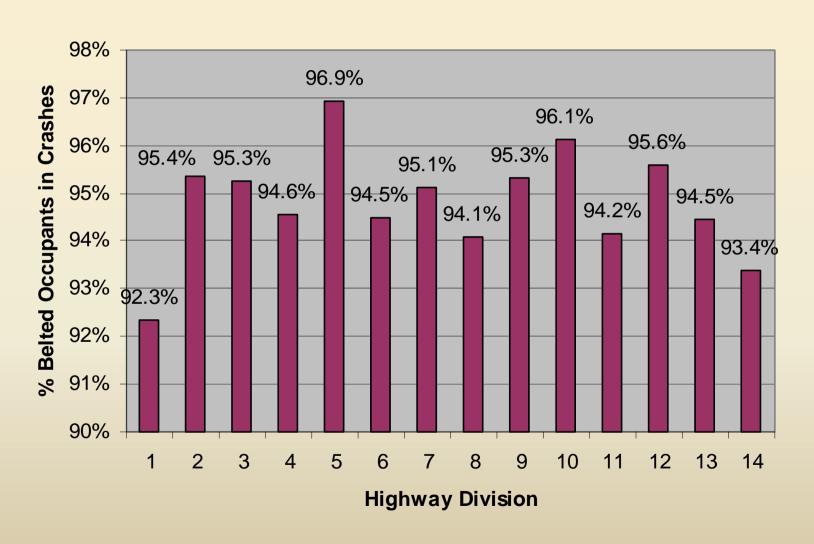
Staying in vehicle results in less injury

Belt Use by County



Belt Use by DOT Division

Passenger Vehicle Occupant's Belt Usage by Highway Division



Lowest compliance in Division 1 (Coast) and Division 14 (Mountains)

Belt Use by State

State % Use Fine State % Use Fine NH WA 93 \$35 NH - - S50 NY 83 \$50 NY 85 \$25 NY 83 \$50 NY 75 \$50 NY 83 \$50 NY 75 \$50 NY 75 \$50 NY 75 \$50 NY 83 \$50 NY 75 \$50 NY 75 \$50 NY 75 \$50 NY \$50 NY	Secondary		F	Primary	,	Se	conda	ry	F	rimary	7			
NH	Enf	orceme	ent		Enf	orceme	ent	Enforcement						
ME - \$50 CA 91 \$20 RI 71 \$57 DC 85 \$50 VT 85 \$25 HI 90 \$45 ME - \$50 NY 83 \$50 UT 80 \$45 OR 88 \$75 UT 80 \$45 TX 81 \$50 MN 80 \$45 NM 88 \$25 FL 75 \$30 HI 90 \$45 MT 78 \$20 MD 86 \$25 OH 70 \$25 WA 93 \$35 PA 76 \$10 DC 85 \$50 MS 62 \$25 NIM 88 \$25 FL 75 \$30 NC 84 \$25 VT 85 \$25 NIM 88 \$25 RUV 75 \$25 NY 83 \$50 MN 80 \$25 <t< th=""><th>State</th><th>% Use</th><th>Fine</th><th></th><th>State</th><th>% Use</th><th>Fine</th><th>State</th><th>% Use</th><th>Fine</th><th>State</th><th>% Use</th><th>Fine</th></t<>	State	% Use	Fine		State	% Use	Fine	State	% Use	Fine	State	% Use	Fine	
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UT 80 \$45 OR 88 \$75 UT 80 \$45 TX 81 \$50		-	\$50		CA	91	\$20	RI	71	\$57	DC	85	\$50	
MN 80 \$25 NM 88 \$25 PL 75 \$30 HI 90 \$45	VT	85	\$25		Ξ	90	\$45	ME	-	\$50	NY	83	\$50	
MT 78 \$20 MD 86 \$25 OH 70 \$25 WA 93 \$35 PA 76 \$10 DC 85 \$50 MS 62 \$25 NM 88 \$25 FL 75 \$30 NC 84 \$25 VT 85 \$25 MD 86 \$25 NV 75 \$25 NY 83 \$50 MN 80 \$25 NC 84 \$25 AZ 74 \$10 MI 83 \$25 NV 75 \$25 MI 83 \$25 CO 73 \$15 IA 82 \$10 WV 72 \$25 AL 79 \$25 WV 72 \$25 TX 81 \$50 VA 70 \$25 AL 79 \$25 RI 71 \$57 NJ 81 \$20 WY 67 \$25 <td< td=""><td>UT</td><td>80</td><td>\$45</td><td></td><td>OR</td><td>88</td><td>\$75</td><td>UT</td><td>80</td><td>\$45</td><td></td><td>81</td><td>\$50</td></td<>	UT	80	\$45		OR	88	\$75	UT	80	\$45		81	\$50	
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AK 66 \$15 OK 70 \$20 SD 64 \$20 GA 77 \$15 SC 66 \$10 LA 69 \$25 ND 63 \$20 IA 82 \$10 WI 66 \$10 CO 73 \$15 AK 66 \$15 AK 66 \$15 AK 66 \$15 AK 66 \$10 AK 9 \$10 AK \$10	WY	67	\$25		IN	72	\$25	KY	62	\$25	OK	70	\$20	
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MS 62 \$25 KY 62 \$25 KS 61 \$10 WI 66 \$10	ID	63	\$25					AZ	74	\$10				
KY 62 \$25 KS 61 \$10 WI 66 \$10		63	\$20						69	\$10				
KS 61 \$10 WI 66 \$10	MS	62	\$25					TN	67	\$10				
	KY	62	\$25					SC	66	\$10				
MA 51 \$25	KS	61	\$10					WI	66	\$10				
10 0 0 00	MA	51	\$25					KS	61	\$10				

Primary
Enforcement
states average
12% higher
compliance.

Ranked by % Use

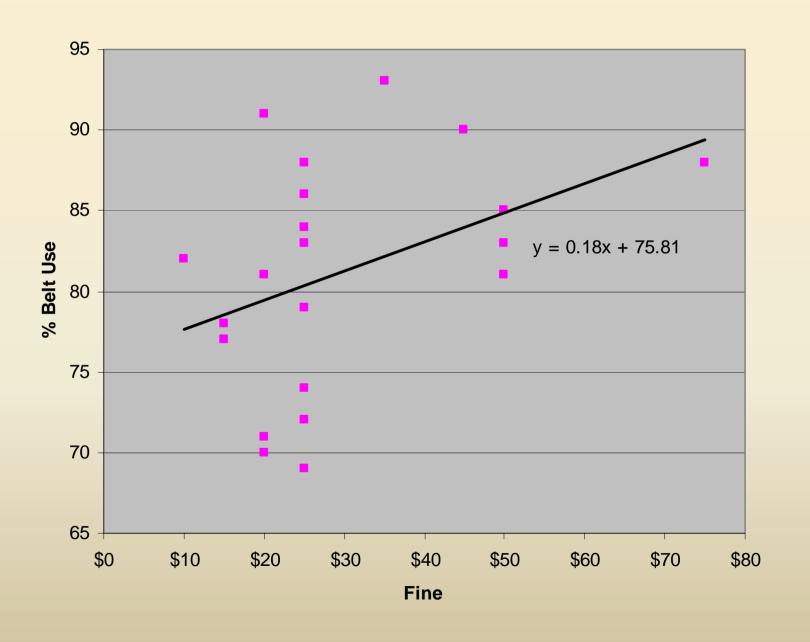
Ranked by Fine

Note: Primary enforcement states may initiate a vehicle stop for seat belt violations only.

Secondary enforcement states must have other cause by which to initiate a vehicle stop.

Fine vs. Seat Belt Compliance

(Primary Enforcement States)



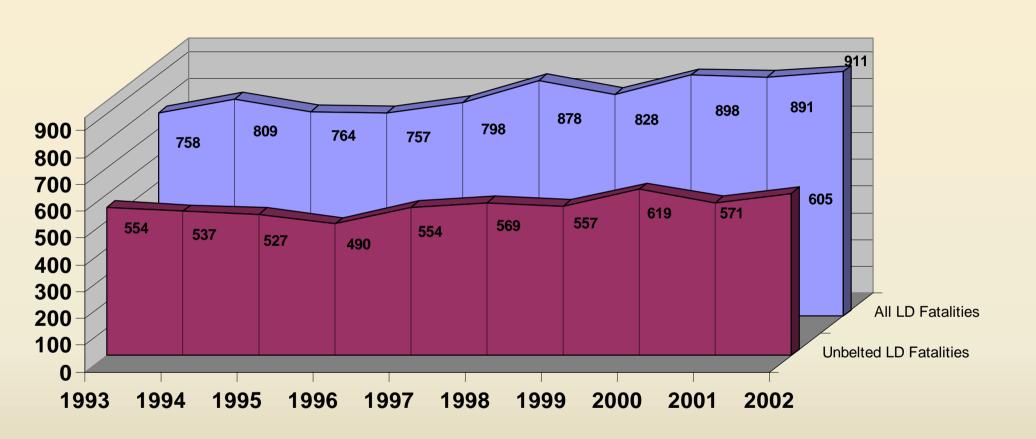
Definition

Lane Departure Crashes include:

- Ran Off Road Left
- Ran Off Road Right
- Ran Off Road Straight
- Overturn/Rollover
- Fixed Object
- Head On
- Sideswipe, Opposite Direction

Lane Departure Crashes

(Fatal Crashes)



On Average, Unbelted Occupants Account for 68% of All Lane Departure Fatalities

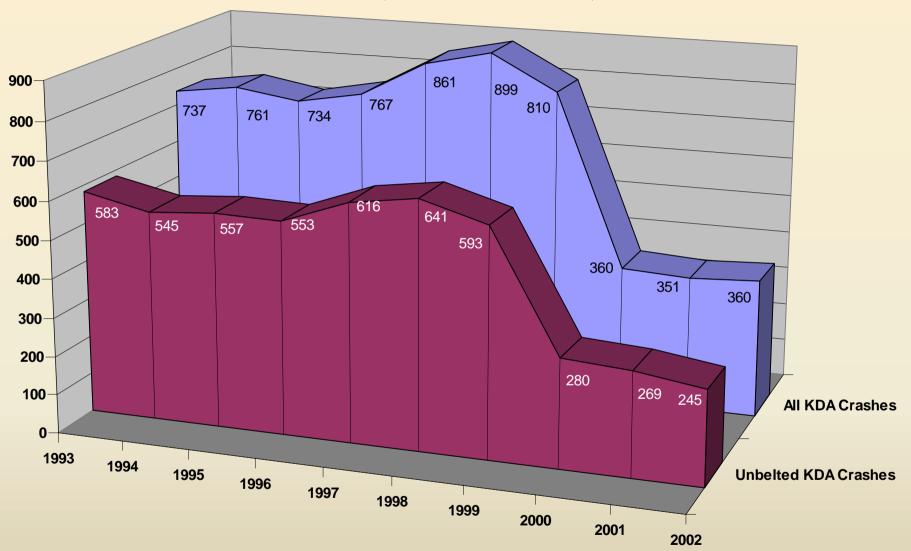
Definition

Keeping Drivers Alert (KDA):

- Where Driver's Physical Condition on the DMV-349 was noted as being anything other than "Apparently Normal"
- Includes:
 - •Illness,
 - •Fatigue,
 - •Fell Asleep, Fainted, Loss of Consciousness,
 - •Impairment due to Medications, Drugs, Alcohol,
 - •Medical Condition,
 - •Other Physical Impairment,
 - •Restriction Not Complied With and
 - •Other

KDA Related Crashes

(Fatal Crashes)



On Average, Unbelted Occupants Account for 74% of All KDA Related Fatalities

Definition

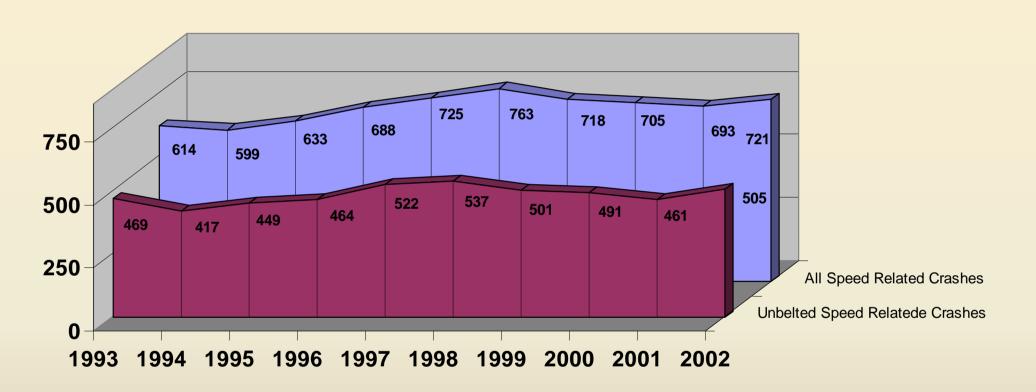
Speed Related Crashes include:

- Exceeded Authorized Speed Limit
- Exceeded Safe Speed for Conditions
- Failure to Reduce Speed

As noted on the DMV-349 N.C. Collision Report Form under "Contributing Circumstances"

Speed Related Crashes

(Fatal Crashes)



On Average, Unbelted Occupants Account for 70% of All Speed Related Fatalities